



Fact Sheet for the Winston-Salem Northern Beltway Eastern Section Extension TIP No. U-2579A

Welcome to the first Citizens Informational Workshop for the Winston-Salem Northern Beltway Eastern Section Extension. Around the room you will find various maps showing the location of the alternative corridors for the proposed project. North Carolina Department of Transportation (NCDOT) representatives are available to answer any questions that you might have. Attached to this sheet you will find a comment form. Please complete the form and either place it in the box or mail it to the address shown by November 15. Thank you for your interest.

What is the purpose of this meeting?

- ☞ Your input is a vital part of the project development process. We are here to answer your questions, hear your concerns, and to receive your comments about the Eastern Section Extension project.

What is the Eastern Section Extension?

- ☞ The Eastern Section Extension is a limited access freeway that will begin at US 421 (I-40 Business) (the southern end of the proposed Eastern Section) and end at US 311.

Why construct the Eastern Section Extension?

- ☞ In 1996, the preferred location was selected for the Eastern Section from US 52 north of Winston-Salem to US 421 (I-40 Business) east of the city. After the selection of the preferred location of the Eastern Section, the highway was identified as part of the future I-74 corridor. The Eastern Section Extension would provide the "missing link" for I-74 and would also reduce congestion along major Winston-Salem roads such as US 52.

What is the current status of the project?

- ☞ The preparation of a supplemental draft environmental impact statement (SDEIS) is underway. In 1995, a draft environmental impact statement (DEIS) was prepared for the Eastern Section. Because the Eastern Section Extension is an addition to a

project for which a DEIS has been prepared, a supplemental DEIS is required. As part of the development of the SDEIS, NCDOT will be gathering environmental data, developing preliminary designs, and involving the public. This meeting is the "kick-off" event for your involvement in the process.

Which alternatives are being considered?

- ☞ The NCDOT is considering six alternatives for the Eastern Section Extension. These alternatives consist of three options north of the I-40 Bypass and two options south of the I-40 Bypass. Each alternative includes an optional interchange at Kernersville Road. The study corridor for each alternative is 1,200 feet wide. However, the actual right-of-way needed for a freeway is approximately 300 feet.

When will the Eastern Section Extension be built?

- ☞ The right-of-way acquisition and construction is not in the 2002-2008 Transportation Improvement Program (TIP). Funding will be set aside in the future, and right-of-way acquisition and construction will begin after 2008.

Why is an environmental impact study needed?

- ☞ The NCDOT is working in conjunction with the Federal Highway Administration to ensure that the Eastern Section Extension is developed in compliance with the National Environmental Policy Act of 1969 (NEPA). NEPA requires that any project receiving federal funding assess the potential impacts of that project on the human and natural environment.

Did you receive a project newsletter?

- ☞ If you did, it provides with some additional information about our project process. If you did not, please see a NCDOT representative today. He or she can provide you with a copy. Also, be sure to sign in so that you will receive future mailings.

Where do you send your comments?

- ☞ You can send comments to us at the address shown below.

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